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WEATHER AND THE CROPS.—After a week of rain—but very slight quantity of the latter—visited a delightful summer day while the season is not so forward as former years. There are any thing but good crops this year, and it is somewhat doubtful whether the season is still committing its ravages among the vines, even attacking the apple-trees. Apples this year will not be a good season for fruit, I judge, from the late cold winter, and the fruit have been most numerous, even and wet spring. It is very known to be so many before, causing everything in the garden and cellars, and is up to the neck even meat.

November.

VICTORIA.

A large steamer brings two days later paper, and being to the 26th ultimo.

approaching death he follows :-

He was at the time on his way to the residence of the Very Rev. Hussey Burgh Maccarty, Dean and Archdeacon of Melbourne, and late Vicar of the Diocese, has led his personal and well-remembered acquaintance with him.

The ceremony of presentation took place at the Bishop's Registry, in the presence of several clergymen, half that number of laymen, and some of the principal residents in the place. The Cathedral Choir sang the Veni Sanctus, and the choir sang the form of a handsome silver casket, containing a writing desk, and a purse of 3000 acres.

These were delivered over by Judge Williams in a speech which was interrupted by the emotion of his heart as he dwelt on the uninterrupted friendship enjoyed with him who was leaving. Dr.

only, expressing the warm regard for the people of the West, and for the fact that he had the opportunity to be in the West, as he found himself utterly unable to repeat over and over again his sense of the shown to him.

The mowing-machines for the prize offered at the National Agricultural Show took place in a field of oats in the occupation of Mr. John of Escondido. Five machines competed, and was awarded a new invention by T. Robinson and C. M. McCallister. The hay-rakes took place in the same field. West, of Escondido, carried off the Bard of Escondido's \$10 prize, and a rake manufactured by the Escondido Agricultural Machinery Company, of Tallamont, was highly commended.

Only three were brought for trial. The afternoon of the 25th, as the three o'clock train was approaching the Escondido station, Hawthorn was approaching the Escondido station.

head on one of the rails from the top of the sidewalk. Steam was shut off, and endeavoring to stop the train, but the engine arrived at the depot just as the train was about to start, and a blow on the head, which knocked him down, was then taken up, he was seen to have numerous cuts on the head, but was not otherwise injured. From the statement of his wife, it appeared that he had been so long on the train that he had taken the opportunity of her absence to escape from her care.

A verifiable application was made to Mr. Justice of the peace in chambers last Tuesday last, by Griffiths, a shareholder of and deputy in the Portland Cement Institute, applied through his attorney, for payment of dividend due in respect

any. After a little argument, the pro and con side made the following order:—The Messrs. Langlands, assignees of the said estate, to pay to George Griffiths, a creditor who has been paid against the said estate, the sum due to him in respect of his debt, such payment without prejudice to the liability of the George Griffiths as a contributory." This will be of considerable interest to other shareholders.

Williamstown Police Court, on the 26th, evening and Richard Watts, two women, were with refusing to obey orders on board the "Tulcan," and impeding the cargo, and Blaine was also charged with attempting to master, and Watts with striking Mr. Pitt.

According to the evidence, the "Tulcan" was a small schooner, and was

near the Indented Heads. About two in the following morning, the prisoners were lowered a boat, containing their clothing and quantity of provisions, when the captain ordered them back into the ship. The crewwards refused to go to work, and Wate the pilot. The captain, hearing a discommod out of his cabin, and seeing a mutiny of the crew, ordered them to be drawn to the sheet-anchor, and said run the captain through. The latter then ran to the cuddy, and, bringing out a revolver at Blane, fired it off, as he said, with a flourish; but the shot did not affect him. He swore that he would rip the captain one else that interferred, and called upon "me with his knife, and stick it into him."

used to go to sea, the vessel returned to her in Hobson's Bay. The prisoners, who exclaimed by saying that they had not been executed, were each sentenced to twenty-four hours' hard labour in Melbourne gaol.

A tall, slender monument to Burke and Sullivan is to be finished, after all. According to the War, it has been made "to take off the upper part of the corner of stone on the present site of the monument of Sturt and Lydiard streets, and to erect a fountain, with an inscribed marble tablet in the block." This, it appears, can be effected by means of a small subscription raised to the funds in hand.

The Government have offered a reward of £200 to any of the mother of a newly-born female whose body was found on the night of May of 1841, in the neighbourhood of the city of Melbourne.

malicious street. Also a reward of \$50, supposed to be of the same amount offered by the firm of Hardie's Mill Farmers Company, in the form of the writer of a letter dated the 13th of August, signed "A Good Shot," followed by a list of a coffin, and threatening the life of Mr. [redacted], the herdsman of the said common. The writer understands that the Government has decided to request Mr. Justice Molesworth to resign his office, on the ground of his immorality and the integrity of the [redacted] claim it.

The respondent at Echuca telegraphs to us (April 1891) that "a case entered as 'sunder,' [redacted] M. Desailly, was found to contain a quantity of opium, and was therefore seized, and sent to the Customs officers at Moana." The writer of the letter and Mr. Desailly must give

clures on their way-bills of the contents of the same way as ships' manifests. The hearing of persons interested in hearing a detail of the subjects of the proposed "Historic Routes Association" was held in St. George's Hall, beginning on the 24th. There were upwards of 100 persons present. Mr. J. T. Smith, M. L. A., secretary, Mr. J. W. McComas, M. L. A., secretary and chairman, explained the character and scope of the association, and entering into figures of the returns that might be expected to result from the undertaking, if properly and judiciously undertaken. He said, submitted his proposals, and read a list of the names of the members. All of them well-informed in business matters, and his proposal and calculations have been approved by them. At the close of his address, the speaker expressed himself ready to give any amount of time to the subject.

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STONE MORNING HERALD.

Witness: Where it commences "It would, however, be more satisfactory, in my opinion." That expresses his opinion as to the value of the bridge.

The first paragraph, matter of fact! No doubt of it. I will come myself to that first paragraph. It is correct. I believe it is.

Have you any other recollection whether it is correct or not? I have got a letter written by Captain Martinelli to Captain Galton.

In reply to the letter of the 9th October, 1858. I have a copy.

I will call attention to the 6th paragraph in the latter of Mr. Johnson's letters.

Mr. Johnson: I do not know where we shall call it. Mr. Rice asked whether he has the means of deciding whether Mr. Britton's assertions in his report are true or not. I have not the means of doing so, as a judge of the Bench. Of what other party wrote?

Mr. Johnson: I never saw such an exhibition in a Court of Justice.

The Bench: If you want to get at these facts you will have to put Mr. Whittion in the box.

Mr. Driver: Mr. Rice is Commissioner for Railways. He is not a party to the contract. He produces them. I shall not ask him a question upon them.

The Bench: But you are asking questions.

Witness: I will correct my statement. I have a copy.

Mr. Driver tendered in evidence a letter headed Nov. 2 and 8 dated 23rd October, 1858, from the Department of the Interior, New York, with the memorandum for the guidance of Captain Galton, No. 106, 27 of Appendix to Report on Works Department.

Mr. Johnson: Now your Worship must decide.

The Bench: I have decided in favor of Mr. Dalgleish.

The Bench: I have decided I will not have anything at all except he had them in his possession. If he had them in his possession, he would not have produced them.

Mr. Driver: Mr. Dalgleish swore that he had them in his possession as a member of the select committee.

The Bench: The question is whether Mr. Dalgleish has them in his possession.

Mr. Driver: I can put Mr. Dalgleish in the box to prove it.

The Bench: I do not doubt it. If Mr. Dalgleish says so there's an end of it.

Mr. Driver: I would call attention to the two paragraphs. The Government have left the amount of remuneration for them to the discretion of the select committee. It is the understanding that the entire expense of obtaining railway stores from England, exclusive of that to be incurred by the contractor, shall be paid by the Government. I took dock dues, Customs entry, &c., under the agreement with them, shall not exceed 1 per cent. of the value of the invoice. I am not asked and respected by you, and Captain Galton is at liberty to say whether or not a professional or other assistance he may require provided only that the entire expense connected with the construction of the bridge, and the production of the materials employed does not exceed one per cent. on the value of the material contracted for. I believe that is exactly in the terms of the contract.

You do know of any other document in your possession as Commissioner of Railways, that authorities, or give any direction with reference to the charge for commission on the materials of the bridge, or the remuneration for the services of the authority for charging one per cent., and for authorizing Captain Galton to employ professional assistance. The contract is made with reference to the schedule in which the Ninther, after the report of Mr. Whittion, contains 10 per cent. on rails and other rough material, and 21 per cent. on articles requiring greater inspection.

Witness: I have no other document, but whether any other person than Mr. Whittion has ever recommended a charge of 34 per cent. None.

Mr. Driver: I would like you to say you had already seen the schedule of prices. The fact is, we have great difficulty in finding documents which they were ordered about before this committee. We cannot tell what was the contract, or the schedule of prices.

The Bench: All we require is the schedule of prices.

Witness: I have been sent a printed schedule of prices in which I have no objection.

Mr. Driver: If you will allow me to see it I will tell you whether it is correct or not.

This is the document. That is what I told you.

But you excluded bridges some time since. Read the two items—are bridges excluded in that schedule? I did not see it. I have not seen it. Is there anything in that document that excludes the Menangle Bridge? Nothing at all.

Do the letters—in which your attention has been already called to the contract, dated 11th September, 1858, from Mr. Whittion—does that include the Menangle Bridge? I do not think it exclude it. There is nothing specially connected with it.

Does it not relate especially to the Menangle Bridge? Yes, entirely.

Does not that relate to the same schedule. Look at the schedule. It does not relate to the same bridge as the schedule now before you? It would appear to do so. Mr. Whittion would be the best authority on this subject. Mr. Whittion can explain his own matter better than I can.

Are you Commissioner for Railways? Yes.

And these matters come immediately under your authority as Commissioner for Railways? Yes, they would have been written by the engineer, as engineer, to the contractor.

Did he not require the sanction of the Commissioner for its approval? Before it would be finally done.

Mr. Johnson: Were you Commissioner then? I was Commissioner.

Mr. Driver: Not in 1859. No.

What were you? I am hardly prepared to say—entirely secretary to the Commissioner or accountant. I was not a Commissioner.

Did you not see the management of these matters in 1851? Not at all.

Can you ascertain extent? No.

Nothing to do with them? I was connected with the office, but had not the management of them.

Mr. Johnson: The statement in Mr. Dalgleish's speech is that the Menangle Bridge was not in the contract. There was a contract. Now the contract price for building these works was to have been £2 10s. in mortar and £3 in cement. That is the schedule of prices. That is the schedule of prices. There is no reference with reference to this question. The charge which Mr. Dalgleish has thought fit to make against some unknown individual (as he says) is, that although the contract price was £2 10s. and £3 in cement, the price actually paid was £4 16s. In order to substantiate that, if Mr. Dalgleish could produce a contract for it, that would be sufficient. There is no contract. There are contract prices for other works, and no contract price for building this bridge or viaduct, and that substantiates his statement. There is no contract. There is no price of price or various things, but if they can get no other contracts to take them at the schedule price if he knew he could not except the Menangle Bridge. That is the statement. There was had another contract made giving him £4 16s. How can that make out Mr. Dalgleish's assertion? It may be that Mr. Dalgleish has got a contract with him, but he has charged a sum for a schedule of prices, but he has been against the fact, that there was a contract, and that Mr. Whittion was negligent or corrupt—that he secured a contract for a schedule of prices, but he has given £4 16s. How could the schedule of price prove it?

Mr. Driver: The schedule of price is the contract.

The Bench: I am glad it has been produced. There have been some other contracts. I have seen evidence of Mr. Dalgleish, that a contract had been taken, and that some contractor had after signing the contract been paid £4 16s. There is no contract at all.

Mr. Driver: I beg your pardon.

Witness: There never was any contract except for £4 16s. The contractor declined to sign any contract at all.

Mr. Driver: Will you hold your tongue. I object to your answering any question unless it is put to you by me. I have finished. I have finished. I have finished. I have finished that question.

No, I had not, and I object to your volunteering evidence.

The Bench: I thought you had done.

Mr. Driver: You have given no answer to me that requires explanation.

Witness: I am going to say the "schedule of prices" is not the contract. Certainly. The schedule of prices, unless it is entered into, is no contract. They declined to sign it. The schedule of price signed by the contractor. Not fill the other was arranged in reference to the Menangle Bridge.

That that schedule of price signed by the contractor. Yes or no. Then you can make an explanation afterwards.

Mr. Johnson: If that is so, let us see the schedule of price.

The Bench: The question is this—Was there a contract signed on that schedule of price for this work?

Witness: I do not object to say that. He is giving you an explanation.

The Bench: Can you say yes or no, and then give your explanation.

Mr. Driver: Do you mean to tell me you do not know whether the contractor was ever signed by the contractor? I know it was, but I may tell you they were all signed on the same date, and not until there was a distinct understanding that they were to build the Menangle Bridge. But Whittion will be able to tell you better than I shall. It was only upon that condition that they would sign any contract.

The Bench: In reality, as a matter of fact, there was no contract at all entered into according to this schedule of price. For the reason that the contractor was to have done any such understanding: That that I am aware of. Perhaps I misunderstood your last question. Each contractor was to have done any such understanding.

Have you any documents, or do you produce any documents to show any such understanding? I can produce documents for each.

Witness: Signed on the same day.

Mr. Driver: Do you know when that was signed? cannot remember.

Witness: After the 14th September, 1859. I will show you the documents about the Menangle Bridge. I believe they are all of the same date.

That was years after? My impression is that the whole of the documents themselves. My impression is that they were all signed at the same time.

I do not want your impression.

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until it was ultimately decided by the Government to purchase the property, which should have been paid for by the Memphis Bridge. As far as you know up to 1861, there was no contract to erect the bridge and go to finish the work. I do not know whether or not you had any right to do anything—it was a matter of opinion, but was settled. I may say in explanation of that, that Oliver M. Wilson and myself considered there was sufficient ground to believe that the Government had written to them when the works could be undertaken. There was really no agreement until 1861.

Q. Am I altogether correct in asking you about it, Mr. Rice, but still falling within the line of your testimony, that which has been submitted by Mr. Dalgleish, that report of his speech, he states that "The contract of the Government in the summer of 1861, a few minutes afterwards that very document was produced and this line (for it was no better) was committed in the handwriting of the Government, and he said that he believed to you. I do not like to ask you if it is in my duty to ask you if you did not tell me? I am no expert of telling lies, and I did not tell one on that occasion."

W. If you remember what took place? I am not aware of it, and you allude to it.

Q. It has been represented that a letter was inquired for on an occasion in which Mr. Martin was present at your office. I remember that occasion.

W. I do not remember it, but I remember the Peninsula coming with Mr. Dalgleish about getting some documents made inquiry in reference to the matter and found that the documents were in the Storekeeper's Department, to prepare some information at the Storekeeper's office, because there was some information which we could not have had at our own office.

Mr. Driver. Confine yourself to telling us what took place? Mr. Dalgleish has got so much information that he is sure that he may be giving the wrong information for aught I know.

Q. You recollect exactly that some letter which was sent to him was in your office? I remember making some enquiry of either Mr. Dalgleish himself or the accountant about some invoice.

W. I tell what was said? I cannot be stopped by Mr. Driver in this way, at a right to explain the evidence I give.

Mr. Driver. Mr. Dalgleish has stated that he went with you to your office and that he asked you to look up the original invoice of certain rails—that they were not in your possession, but they were at the Storekeeper's office within two or three minutes afterwards Mr. Moody brought them to you, and you stated adjoining office I have not the slightest doubt. I remember the circumstance of these invoices being sent to him, and he withdrew your knowledge.

W. I stated the fact that they were there, but that very morning, or that very moment perhaps, these documents were sent to him with your knowledge.

Q. Where is the proper place of custody? Our own office, but we sent them there to facilitate the information for Mr. Dalgleish. We sent down the accountant specially with the rails to the Storekeeper's office.

Mr. Driver. Sent him there? Down to the Storekeeper's Department.

W. Yes. I say that, in order to give some information which Mr. Dalgleish wanted, those documents were removed from their proper place of custody to the Storekeeper's office, and he went down with them.

Q. Did you, at the time that you went down in the office, believe that they were at the Redfern store? I believed it, and stated it from the information I got from Mr. Dalgleish.

W. Was it unknown to you? Yes. Mr. Dalgleish will tell you that I have always anxious to give him every information that I have been known for having given too much information.

Mr. Johnson. We cannot go into that question. You give evidence upon that.

Q. The Bench. The question of prices in the contract is as follows.

W. If you read it. The work required in the section of the bridge was to be performed in strict accordance with the drawings and specifications at the following prices—masonry and cement, 3s. 7d. per cubic foot, and so on.

Mr. Driver. Did you say in proper place for these documents was Redfern? No, in our own office.

Q. Do you recollect when Mr. Dalgleish first applied for them? I do not, but I can remember specifically except upon this occasion.

W. They were always kept in your office? No, they were not. After this, and were constantly backward and forward.

Q. When were they first sent to Redfern? After Mr. Dalgleish first applied for that information.

W. A month. I cannot say.

Q. A day? I cannot say the exact time.

W. I can say that it was not performed, and then tell me if what you have sworn is true? I will tell you it is true before I look at them. I do not know what you say.

Q. Look at our reply. Where is the Storekeeper's department? At Redfern.

W. Then the documents at that time when Mr. Dalgleish first applied for them were at Redfern. This does not apply to the documents at all.

Q. There is certain information which we cannot apply to the documents at Redfern.

W. The words "Let me have the information as early as possible," were addressed to the storekeeper.

Q. That is what I read the whole of it? I see nothing to contradict my evidence.

W. They were at Redfern, were they? I am speaking of the items I referred to fill up this information.

Q. Mr. Driver. It is only re-examine the facts a desire to obtain all the information he could from the most reliable source.

W. I know. I object. How does that arise out of my cross-examination?

Mr. Johnson. I object. How does that arise out of my cross-examination?

Q. The Bench. I can only answer for himself.

W. Mr. Driver. I did not ask a word of anything of the kind, and I have sworn that I have sworn, though certainly it is not much like a re-examination.

Mr. Driver. Have you not involved at the store and at your office? I have not involved at the store and at your office. It is not the endorsement in the handwriting of or furnished by the storekeeper. That is by the storekeeper, and you do not keep any set of invoices at the store and snatched at your own office. We do not. The invoices do.

Q. I do understand you to say you keep but one set of invoices.

W. It is kept at the store? They are sent down to the store to be completely ordered, but they are sent up to us to be ordered.

Q. Why was it necessary to send to the storekeeper's books to get the prices of the rails? It is easier. We get the prices from the storekeeper's at our own office.

W. That is what I said about the construction of charge by the Minister. Was that before or after the order had gone home? The decision was before the letter was sent to the Minister.

Q. That was twelve months after the order had gone to England?

W. Johnson. What order?

Mr. Driver. The order for the rolling stock and the rails.

Mr. Johnson. I have not said anything about the rolling stock and rails.

Q. Mr. Driver. Have you asked concerning an allowance by the Commissioner of a charge for commission, but I want to know what the order was which led to that charge?

W. I have not involved at the store and at your office. While, Merry, and Co.

Q. Is there not a letter from Mr. Whitton to John Fowler, Esq., 15th of June, 1861, in which he refers to the rolling stock and rails?

W. Yes. That is the letter.

Q. I understand you to say the date of the contract is the 15th of June, 1861?

W. Yes. That was the date of the contract, the works had been proceeding with two years previous to that date. For a considerable period previous to that date, I was not involved at the store and at your office. Without anything further.

Q. 25 per cent. do I understand, was made to apply to order the rolling stock?

W. Yes.

Q. Is it after that date the date I am pretty sure it would. It would have taken in that bridge.

W. That was on the 21st March, 1862—that would apply to the rolling stock and rails.

Q. Do you remember when the order for the Memphis Bridge was sent? The 21st January, 1861. That is the date of the order.

W. Yes.

Q. This was confirmed on 21st March, 1862? I think it was.

Q. And there has thirteen months after the order was sent that they agreed to allow the 25 per cent.? How do you mean thirteen months after?

W. You say the order was sent on the 21st January, 1861?

Q. Yes.

W. The Ministers confirmed the allowance of 25 per cent. on the 22nd March, 1862. That was a general confirmation. I am not involved at the store and at your office.

Q. Did it apply to the bridge at all? It would take in whatever came in after that date.

W. Yes.

Q. Was 25 per cent. paid upon the Memphis Bridge, and so on?

W. How do you mean "not otherwise"? Was two and a half per cent. paid for everything in connection with the bridge, and I am not prepared to swear if without referring to the documents.

Mr. Driver. Here is a printed copy taken from your own documents, and I will call your attention to the second line, which is a reference to rolling stock, &c. "For wrought iron drivers."

Q. And to rolling stock?

W. Yes.

Q. And to rolling stock? I will call for the Memphis Bridge? I have no doubt of it.

W. That was twelve months after the order had been sent home? It would be whenever it came out. There is no doubt of it.

Q. The two and a half per cent was not paid till you obtained the Commissioner's report? Not till the Commissioner's report was received.

W. Yes.

Q. And that you have stated was the 21st March, 1862?

W. Yes.

Q. The order having gone out on 21st March, 1862, was it not paid?

W. I am quite right in understanding you I was paid thirteen months after the order went home? It was paid when the order was received.

Q. Mr. Johnson. That might all have come out then within thirteen months?

W. Yes.

Q. I am quite right in understanding you 25 per cent. was to be allowed to be paid on everything after the Minister's report was received?

W. Yes.

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[illegible][illegible]

will learn with regret that the sad telegraphic news on the death in last night from Albany of the sudden demise through a cerebral aneurism of Mr. M. in, at 8 p.m. No post-mortem examination was made, but the cause of death was apparently apoplexy, as he was in the town this week, and the only suppo we can form at present is, that the severe rheumatism which he had been suffering from, had touched the brain, and caused his death.—*Wagga Wagga Express*, November 28.

THE ELEGANTNESS OF PATRICK'S PLAINS.—There are only two places in the colony where the grass is so green and the trees so tall and so thick as to form a beautiful forest. These are the places of G. Waller, and the Hon J. B. Wilson. The latter, a former gentleman arrived in Singleton on Tuesday morning last, and has been received with much favour. Mr. Macdonald, his friend, we hear, have his consent to bring him forward, and that he appears to think that it is now too late.—*Singleton Telegraph*, November 28.

WEATHER ANOMALIES.—A Bathurst climate is clearly a Bathurst in the category of "anomalies. Of course, meteorologists will

local people feel that the middle of summer, but for the rest of the world, the middle of summer is the middle of the local Babels have ever expired to a single prognostication one day before hand, of such frosts as have almost frozen the horticulturalists of this town out of the normal proprieties of speech. Here we are on the threshold of December, and frost, damage and dismal is visiting us nightly. The gardeners of this town are now busy with the crops of maize, potatoes, and pumpkins, and destroy every delicate plant, the object of the gardener's pride. Several nights within the last fortnight whole paddocks of corn and many of our town gardens, have become comparatively bare. Our days are now, however, too late for a late potato crop. Our days are now, however, too late for an autumn sale. — *Bethesda Post-Press.*

STICKING-UP OF THE DENILAUQUIN MAIL BY MORGAN
says—Information reached the police here on Wednesday morning that the mail carrying the passengers (the two suspected) Morgan and another, and on the arrival at the mail here the report was confirmed, and the following details given:—The mailman states that he was about starting up from his stage at Green's Gunyah, when two men soon came up to the passengers, of whom there were two—Mr. Sooa and Mr. Saka. The latter said to him, "We are going to ride in the annual Bacoos and take the mail." We Waga to ride in the annual Bacoos and take the mail," then if this was the mail coach. Upon being answered by the affirmative, the men showed their revolvers, and the passengers were at once ordered to bail-up, the mailman also being made to stand. The two men then searched up the mail, and found it all right. They then proceeded to the private boarding proceeding in our copy, as stated.

The contents. After doing so, one of the men, supposed to be Morgan, observed that the mail was very light, and that the mailmen and passengers infer from this that the bushrangers' goods did not put much, if any money. The mail-bag from Sydney was also very light, and appeared to have been tampered with, as it had arrived safe at its destination. No violence was offered, but Mr. Scott was robbed of £2. On Dowling's telling them he had no money he was not searched, and further molested, and, after some delay, the coach and its occupants were allowed to proceed on their journey. The bushrangers were supposed to have supported the coach, and Morgan accidentally discharged his revolver, the ball was slowly escaping Mr. Scott's leg.

LAND SALES.—Land sales were held at the Court-house on Monday the 21st, and the following day. The attendance on Monday was very limited, competition little, and

country lots within the Owa reserve, none of which were sold, ten suburban lots in the western and north-western environs of Waga Waga, near the raccourse, five of which were sold, four at the upset prices, and on one on these being competition to bring it up to \$3 1/2. Twenty suburban lots in the north-eastern part of the reserve were sold at the upset price, and on one on these being competition to bring it up to \$3 1/2. On Tuesday, at the further sale of town lots at which the stipend was not large, the competition was much more spirited, and of it forty-four lots offered, two were sold at very fair prices, some going as high as \$4 28. The sales were, of course, not advertised, the only buyers being those who were present, and the result was \$400; and with the usual result and just complaint several that, wishing to be buyers, they knew nothing about the sale.

The Salmon Experiment in TANANARIVE.—The *Salmon Mercury* of 23rd ultimo says:—“The salmon fishery on or rather at the mouth of the Saginaw River, Plenary, have now found their way into the large pond progressing in their receipt below the hatching boxes, and during the winter, they have fed eagerly, and have perceptibly increased in size, though fed only up to the present time. It is not long since that the fish were small, a trout, a serpentine pond, seventy yards long, varying from ten to twelve feet in width, and leading into the river close by the dam, has been constructed. The upper part of the serpentine pond consists of a series of shallow gravelled ponds, and the water from the trout boxes, as the trout evidently appreciate the arrangement, made them. In the winter weather a few are constantly to be seen feeding, and

aspids to the friendly shelter of the larger stones. Many of them are from two to three inches in length. As they have no simple roots, they will be kept where they are till the next breeding fish, which will probably be by the autumn of 1896.

CHINESE ON THE MOVE.—Some idea of the large influx of Chinese into this district may be obtained from the fact that one firm in town has chartered loading this summer alone the conveyance of twenty tons of goods, the proceeds of which will be used for Fook Tuen.—*Rockhampton Bulletin*, November 24.

GOLD IN QUARTZ.—The *Rockhampton Bulletin* says: "The almost universally uniferous character of Queensland quartz has received another exemplification in some specimens of quartz which have been sent to our office, with the intimation that they were procured from a certain firm, and in such quantities that they are doubtless visible now."

THE HARVEST.—Harvest operations will commence in the district in a few days. We are sorry to learn that the rust has extended very rapidly in several places, and the hopes which were entertained a few days ago, as to the probable yield of our harvest, will not be fulfilled. In some places there is a splendid crop—as good even seen in the district. The rust appears to make no headway as to the description of wheat sown. On one farm, the rust has been very bad, and the wheat has been destroyed. In some places the rust has been less severe, and the wheat is good. In some places the same description is destroyed; and the same is the case with the red lammas. At Toot there were a few acres of splendid wheat, which, up to a few days ago, was in good condition.

spelled crop, with no sign of rain, the appearance of yellowed
in height; but, alas! within the last few days, the rust has
made its appearance, and so quickly extended its ravage
that Mr. Jayne considers it advisable to cut it down
Correspondent of the *Mercury*.

[illegible][illegible][illegible][illegible]

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ALICE was so sure of her own strength of mind.

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Hull, machinery, and boiler in first-rate order, and can be sent to sea at an hour's notice.
She has accommodation for 24 cabin, and 40 stowage passengers, with 120 tons of cargo.
Full particulars to be had from the agent.

